

THREE INSPECTORS LOSE THEIR JOBS

Ordered Dismissed for Part
in Slocum Horror.

THE REPORT IS MADE PUBLIC

Imprisonment Should Be the Penalty
for Infraction of Steamboat Inspec-
tion Laws and Regulations.

As a punishment for the carelessness of the inspection service in New York, which made it possible for the excursion steamer Slocum to burn, causing the death of 90 people, President Roosevelt has removed from office Chief Inspector Robert S. Rodie and Assistant Inspectors James A. Dumont and Thomas H. Barrett.

The announcement of the removal is made in a resume of the report of the Federal Commission which investigated the disaster by the President, issued this morning. The President holds these men responsible for the condition of the fire-fighting apparatus and life-saving devices on the Slocum, which would not work when required for service, though passed as in good condition by the inspectors.

The President, in commenting on the report, says:

The President says in his letter:

"I have received the report of the 'Commission of the United States on the Investigation of the Disaster of the Slocum,' and the report of the Department of Justice of October 12, recapitulating what has been done by the Department of Justice in connection with the criminal proceedings taken against various individuals because of their connection with the disaster. I send you herewith both reports.

"Punitive action by the Government can, of course, only take two forms. One, that of legal proceedings against those either within or without the service, and two, removal from office of those within the service.

"It appears that the Department of Justice has already secured indictments against the master and captain of the Slocum and against the managing directors of the Knickerbocker Steamboat Company, to which company the Slocum belonged, for misconduct, negligence, and inattention to duty by the captain, and for aiding and abetting therein by the managing directors.

Indictments Procured.

"Furthermore the Department of Justice has secured indictments against Henry Lumbard and John W. Fleming, the assistant inspectors of the Steamboat Inspection Service, who actually inspected the Slocum, for fraud, misconduct, and inattention to duty.

"Lundberg had been appointed merely on probation in the service, and has been dropped. There can, of course, be no further action taken against Fleming until his trial has been finished; although it does not follow that an acquittal would prevent the department from discharging him from the service.

"In addition, the Department of Justice has secured the indictment of the manager and three employees of the Nonpareil Cork Works, of Camden, N. J., for putting upon the Slocum pressed-cork blocks for use in making life-preservers, each of which blocks contained in its center a piece of bar iron weighing several ounces. This last offense was of so heinous a character that it is difficult to comment upon it with proper self-restraint.

"It appears that the National Legislature has never enacted a law prescribing in set terms for the punishment of this particular species of infamy, doubtless because it never entered the head of any man that so gross an infamy could be perpetrated. I suggest that you report this whole matter to the Congress, submitting these two reports, and at that time calling special attention to the need of imposing adequate penalties for the making or selling of defective life-saving appliances.

Punishment for Employees.

"So much for what the Department of Justice has done in reference to the disaster. But in addition to the men put on trial by the Department of Justice, action should be taken against those employees whose responsibility for the state of things producing the accident has been brought out in the report of the commission.

"According to this report it appears that in addition to the two assistant inspectors who are now on trial, the Supervising Inspector of the Second District, Mr. Rodie, and two local inspectors of the port of New York, Messrs. Dumont and Barrett, should all have been removed for laxity and neglect in performing their duties.

"As regards the conduct of Mr. Rodie, Mr. Ulmer dissenting from the conclusions of the four other commissioners, agrees with the conclusions of the other four. 'Laxity and neglect, where the consequences may be so terrible as they have proved it to be the case, cannot be passed over, even where there has been good conduct in other respects, the part of the man implicated. Accordingly the three officials named will be removed from the service.

"Moreover, you will please direct their successors in office at once to conduct a thorough examination of the very and that in addition to the two assistant inspectors who are now on trial, the Supervising Inspector of the Second District, Mr. Rodie, and two local inspectors of the port of New York, Messrs. Dumont and Barrett, should all have been removed for laxity and neglect in performing their duties.

To Be Held to Account.

"In each division he must rely chiefly on the fidelity and energy of the local heads, and if these fail to perform their duty they must be held accountable. He must, however, exercise as thorough a supervision as the means at his disposal allow.

"In order that I may be informed as to the exact condition of the service in all its parts, I direct you to order a searching investigation, in continuance of the investigation of the commission, into the conduct of the central office and of every outside subdivision of the service save that in New York.

"You will also make such changes in the regulations as are recommended by the commission, and you will therefore call a special meeting of the board of supervising inspectors for this purpose. You will also lay before the Congress a request that the law be changed in the various particulars recommended by the commission.

"I wish particular emphasis laid upon the proposal of the commission that there be created by law a special body, especially on the subject of life-saving, prime causes of danger are the overcrowding and the flimsy and highly inflammable character of the superstructures."

The report of the commission is a voluminous affair, consisting of 22,000 words,

At the head of the commission was Assistant Secretary of the Department of Commerce and Labor Lawrence O. Murray, Supervising Inspector General Ulmer, of the steamboat service, was also on the commission.

The latter is the only member who expresses views in the report opposed to the other commissioners. He protests against the removal of Rodie.

The report begins with a description of the organization by Cortelyou and the work it accomplished.

Slocum's Condition.

An elaborate description of the Slocum is given. It is stated:

"All the upper works of this vessel were constructed of light wood and had been painted and burnished many times, and were, therefore, in a highly inflammable condition. In the construction of the vessel there were no safeguards against fire other than compliance with the regulations as regards the proximity of woodwork to boilers. The vessel had no fireproof hatches or bulkheads, and was built entirely of wood.

The General Slocum was a vessel built to carry a large number of excursionists (\$2.50 being allowed by law), and in her design there was apparently no consideration whatever given to the question of inflammability. In such a vessel a fire, once having fair headway, could not be controlled, and the vessel would be quickly consumed, as exemplified in the case of the General Slocum.

"There are many similar vessels doing service in the waters of the United States, the construction of which is quite as dangerous as that of the Slocum, and unless this kind of construction shall be prohibited by law, the safety of a large number of passengers carried by excursion steamers and steamers plying on the inland waters of the United States cannot be assured."

Fire's Quick Progress.

The report then finds that the fire started in the forward cabin, and that in twenty minutes the vessel was as good as lost. It also finds that the passengers did not impede or interfere with the crew in fighting the fire.

It states that the canvas burst when water was turned on because it was cooled. When an attempt was made to attach the rubber hose to the standpipe the ring from the ruined canvas was left on the pipe, and the crew, in their panic, evidently not seeing it, thus preventing the coupling of the rubber hose.

BIG TROLLEY CAR TURNS OVER; ONE MAN KILLED

(Continued From First Page.)

about left hand, left arm, and head. CHARLES H. ADAMS, twenty-three years old, Brooklyn. Right hand and arm injured.

V. C. DE GRAAF, newspaper man, forty-four years old, 24 Rhode Island avenue northeast. Injured about head and arm.

MRS. W. W. RUSH, Hyattsville. Shock and lacerations about lower limbs and shock.

MISS BERTHA SCAGGS, Hyattsville. Injured on head and arms by glass.

J. F. LARCOMBE, son of late paymaster of the Government of Ohio, thirty-two years old, 625 Albany Street, South Brookland. Shock and slight injuries to body.

ALFRED THOMPSON, Hyattsville. Slight injuries about lower limbs and shock.

JOHN WHITE, College Park, Md. One arm broken and cut by glass.

THOMAS J. WHINERY, Locust Avenue, Hyattsville. Injured about leg and right shoulder and cut about right hand.

CECIL GALLANT, Hyattsville. Left leg wrenched and bruised by persons falling on him.

CHARLES SANTMYERS, clerk in dry goods store, injured about left wrist, arm, knee, thumb, face, and head.

LAURA BELL, Berwyn, Md. Injured about face and cut about hands.

H. G. SHIELDS, Baltimore. Street. Winthrop Heights. Shock and cuts.

AUGUST E. BEANS, Hyattsville. Slight injuries on head and bruises about body.

Those Who Went Home. DAVID CUMBERLAND, seventeen years old, Hyattsville. Injured about arms and shoulders. Nothing serious.

JULIA M. JOSEPH, 302 V Street northeast. Injured about head and side.

JOHN A. MAGRUDER, Eighteenth and Jackson Streets northeast. Foot injured.

A. DEAN, slight injuries about head, face, and arm.

ALONSO SEWARD, slight injuries about face and suffered from shock.

Car Was Crowded. Chester Anderson, eighteen years old, of Hyattsville, Md., was standing on the front of the car.

He told a reporter for The Times how the accident happened. His version of the affair follows:

"The car was packed and jammed. It was a cold, raw morning, with a London town fog down over the streets. The motorman could not see ten feet ahead of him, and several times he passed passengers because they could not be seen through the fog."

DISCUSSING THE ACCIDENT



AFTER THE INJURED HAD BEEN REMOVED.
Groups of Men Stood About the Scene of the Wreck All the Morning, and Many Theories as to the Cause of the Disaster Were Advanced.

the left front wheel struck the raised side of the track and was thrown back with a jerk. Colvin applied the brake with all his strength, but this did more harm than good.

Car Turned Over. The front track of the car jumped off the track and the breaks were forced on the rear wheels with such suddenness as to cause a jerk which broke the chain. When the wheels were relieved of the pressure again they shot forward. The rear track went off the track and then the car turned over on the left side.

Every window in the conveyance was smashed, seats were torn from the car, the trolley was broken off, and the top of the car broken in several places. The fender was broken off, and the flange on one of the wheels was torn off for about three inches because of the force with which the wheel struck the track.

PASSENGERS DESCRIBE WRECK INCIDENTS

"The car was going at the rate of about fifteen miles an hour, or at about the same speed that is usually attained on the level. We were completely enveloped in fog and could not see more than ten feet in front of us. When the curve loomed up before us the motorman suddenly heard the car striking the track, and he yelled something and applied the brakes, but it was too late."

Such was the statement of Chester Anderson, of Hyattsville, who was one of the four men standing on the front platform of the car. Anderson, who is eighteen years old, was on his way to the Somerville Machine Shop, where he is employed as a machinist. He was within two feet of Sprague, who was killed, and Stuart, who was seriously injured, when the accident occurred.

Talked About Car's Speed. "All of us had been talking about how fast the car was going," he continued, "but I for one had no thought of the impending danger. From the car burns to the point where the car overturned there is a gradual incline, which ends with the curve at T Street."

"Down the hill, through the dense fog, the car tore at a fast clip, swaying from side to side. Fearing that I would be thrown off, I grasped the handle of the door. The other men were leaning with their backs against the brass bars which protect the front windows. The motorman had one hand on the controller and the other on the brake."

"Above the rumble of the wheels I suddenly heard the motorman yell something. What it was I don't know. I glanced up, saw the turn directly in front of us, and reached for something to hang on. My hand touched an iron rod, and I clung to it for dear life."

"Then came a crash and a roar, and the next thing I knew the car seemed to be shot up into the air, and we were lying on our side. What happened after that I scarcely know, for I was stunned by the shock, and the only thing that came to me was the fact that I was alone."

"I dimly recall, however, seeing the two men who had been standing beside me fly through the air. Evidently they fell directly under the body of the car, where they were found. The motorman managed to hang on to the brake, and I remember seeing him lying in position so that the door of the vestibule fitted over his body."

"For my part I clung to the iron rail with all my might. The impact didn't loosen my grasp, and it was due to this that I wasn't seriously injured. As soon as we extricated ourselves I found it was the controller I had grabbed hold of in my efforts to save myself."

Had Talk With Conductor. Anderson further said that he had talked with the conductor of the car after the accident, and had learned from him that there were about seventy-five passengers aboard the time.

The conductor told him that sixty fares had been rung up and that there were fifteen more whose fares had not been collected.

Was on Rear Platform. David Cumberland, also of Hyattsville, was standing on the rear platform when the car left the tracks. He says there were about eight others besides himself on the platform, and so far as he knows none was seriously injured.

"The car was running at the rate, I should say, of about fifteen or sixteen miles an hour. I was standing in the midst of a crowd of men, and we were all holding on to something on account of the swaying of the car."

Another phase of the accident is described by Arthur L. Hughes, of Brentwood, who was a passenger on the car following the ill-fated 408. Hughes was the first to denounce the operation of the railroad company for employing what he terms as incompetent motormen, and says the accident is directly traceable to neglect.

"I have been using the line for a number of years," said Mr. Hughes, "and the fact that the operation of the cars is in incompetent hands has frequently been brought to my attention. The company employs men who are no more qualified to run a car than a child, but are willing to work for small wages."

"Time and again I have noticed that the motormen are careless and reckless, and I have looked for an accident of this kind ever since the rail I don't suppose I would be here to tell the story now."

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Had Made a Protest. Mr. Hughes further stated that the Brentwood Citizens' Association, of which he is a member, had made a protest to the officials of the railroad company, when the car was overturned, permitting the cars to attain such terrific speed down the District line hill, which extends from North Langdon to the District line. It is said the cars are allowed to run down this steep incline, impeding the lives of the passengers and persons on the streets.

J. E. Goodkey, living at 1923 Rhode Island Avenue northeast, in describing the accident, said: "I was on my way to work at the Government Printing Office, and I was standing in the rear of the car. I should judge that there were about seventy-five people on the car, which was going at the rate of probably fifteen miles an hour. As we struck the curve at Fourth and T Streets northeast there was a jolt, followed by a scraping of the car wheels on the asphalt. Then the car seemed to leap through the air, and the next moment it was on its side on the south side of T Street. The car was full of women, who screamed, prayed, and groaned during the overturning, but who afterward proved their usefulness by caring for those injured worse than themselves."

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their petticoats and used them as handbags. Mr. Goodkey was injured in the leg, side, arm, and hand, and was treated at Freedman's Hospital.

Sustained a Fractured Skull. Frank A. King, who is confined at Sibley Hospital with a slight fracture of the skull, said to his family:

"I was sitting on one of the front seats of the car, talking to a friend. I was paying no attention to the progress of the car, toward which my mind was drawn for the first time by a sliding sensation joined with screams of the women. I felt myself hurled through the air, and remember nothing more."

Widow Suffers Collapse. Mrs. Sprague suffered a complete collapse. The scene was most pathetic.

Sprague was thirty-five years old, and had been employed at the Government Printing Office about a year. He came to Washington from Oklahoma, where his father is a physician. He is survived by Mrs. Sprague and three children, two girls and a boy, whose ages range from seven to eleven years.

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paper photographs from taking pictures of the wrecked car.

A photographer was peremptorily ordered by an officious young person not to take a picture of the car. Needless to say the order was not heeded, and preparations were made to photograph the wreck. Finding that his work had no effect, the young person ordered the conductor, motorman, and other railroad employees there to obstruct the view of the car.

In